IN THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application.

1-15. (Canceled)

16. (currently amended) A process for avoidance of collision when opening doors of a vehicle vehicle doors, comprising the following steps:
-- determining a projected path of movement (6) of the own vehicle (4),
-- detecting objects (1) in the near or far environment about the of the own vehicle (4) using environment sensors,
-- determining the projected movement paths (2) of the detected objects (1),
-- determining a probability space (7) for the pivot area (5) of the vehicle doors and a probability space (3) for each detected object (1),
-- comparing the probability space (7) of the pivot areas (5) of the vehicle doors with the probability spaces (3) of the objects (1) so that a possible overlapping can be detected, and
-- producing a reaction signal indicating a danger of collision when an overlapping is recognized.

17. (previously presented) A process according to claim 16, wherein the movement paths are extrapolated from the past out to a pre-determined future period of time.

18. (previously presented) A process according to claim 16, wherein the reaction signal indicating danger of collision is produced when an overlapping of the probability spaces (3, 7) at a point in time and/or a certain duration of time is indicated.

19. (currently amended) A process according to claim 16, wherein the probability space (7) for the pivot area (5) of the vehicle doors and the probability space (3) for the object (1) are [[is]] determined by probability boundary curves (2a, 2b, 6a, 6b) of the projected path of movement tracks (2, 6).

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20. (previously presented) A process according to claim 16, wherein the reaction signal triggers an acoustic, optic or haptic warning, when the opening of the door is initiated or when the door is opened.

21. (previously presented) A process according to claim 16, wherein the reaction signal so controls the door lock, that the corresponding door is locked for at least a certain amount of time.

22. (previously presented) A process according to claim 16, wherein the process is only carried out in the case that the speed of the vehicle (4) does not exceed a predetermined value and/or the opening of a door is recognized.

23. (currently amended) A process according to claim 16, wherein the process is deactivated by manual switching-off of the collision monitoring unit, or by closing of the vehicle (4) from the outside, or when no person is inside the vehicle (4), or when the vehicle speed exceeds a pre-determined speed.

24. (previously presented) A process according to claim 16, wherein the output of the reaction signal is terminated, as soon as the collision danger no longer exists.

25. (currently amended) A device for avoiding collisions during opening of vehicle doors, including a collision monitoring unit (9) including

-- an evaluation unit (10a), which recognizes objects (1) in the environment of a vehicle (4) from sensor data from environment sensors and determines projected movement paths (2) for the detected objects (1) and which determines the projected movement path (6) of the vehicle (4) from sensor data from the vehicle sensors, and

-- a micro-processor (10b), which is programmed to determine a probability space (7) for the vehicle (4) and probability paths (3) for the detected objects (1) and to recognize an overlapping of the a probability space (7) and a probability path (7) (3, 7), whereupon the micro-processor (10b) emits a reaction signal

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indicating danger of collision to a warning means or a control unit (13) in the case that an overlapping has been determined.

26. (currently amended) A device according to claim 25, wherein the collision monitoring unit (9) is designed to extrapolate from the past sensor data the movement path (2, 6) of objects in the environment of the vehicle (4) and for the vehicle (4) for a pre-determined period of time into the future.

27. (currently amended) A device according to claim 25, wherein the collision monitoring unit (9) is activated when at least one of (a) the speed of the vehicle (4) drops below a pre-determined speed and /or (b) the opening of a door is recognized.

28. (currently amended) A device according to claim 25, wherein the collision monitoring device (9) is deactivated [[,]] when at least one of (a) the vehicle (4) exceeds a pre-determined speed, and /or (b) the vehicle (4) is closed from outside, and and/or the collision monitoring unit is manually switched off.

29. (previously presented) A device according to claim 25, wherein the collision monitoring unit is connected to a bus system, via which data regarding location, size and/or number of doors is made available.

30. (currently amended) A device according to claim 25, wherein other traffic participants are alerted by optical or acoustic warning signals regarding an imminent or already occurring of the door opening .